

IV. Mission and Goals

A. Mission Statement

Mission Statement: The 2030 MTP is the defining vision for the metropolitan area's transportation systems and services to get you and goods you need to and from your destinations, while preserving our communities and lands, and keeping our air and water clean. The plan results from a collaborative process of consensus building with Federal, Tribal, State, Regional and local partners with significant and early involvement from the public.

B. Goals

The following set of goals and objectives have been approved by the Metropolitan Transportation Board. The format in which these goals and objectives were developed follows the goals defined to guide the development of the 2030 Metropolitan Transportation Plan. They intend to expand on the principles set by the goals considered by the Metropolitan Transportation Policy Board throughout the plan development process.

1. Maintain and Preserve the Existing Transportation Infrastructure
 - a. Give high priority to transportation investments that provide attractive alternatives to single-occupant vehicle travel.
 - b. Adopt management strategies and develop educational programs to enable and encourage shifts of travel demand away from single-occupant motorized vehicles and toward alternative travel modes such as walking, bicycling, public transit, work-at-home, and ride-sharing.
 - c. Develop transportation system management and investment strategies to reduce the need for large new capital investments in surface transportation.
 - d. Give priority to transportation facilities and services that enable growth in existing urbanized areas rather than beyond the edges of communities.
 - e. Give priority to transportation facilities and services that support compact, mixed-use development conducive to easy movement by foot, bicycle, and public transit.
 - f. Support opportunities to redevelop existing roadways as multi-modal facilities addressing the needs and concerns of pedestrians, bicyclists, and public transit users, as well as automobiles and trucks.
2. Provide the Safest Travel Possible for All Modes
 - a. Provide sufficient funding to establish and maintain strong and effective Safe-Routes-to-School programs and to make safety improvements to pedestrian and bicycle infrastructure in the vicinity of schools, colleges and universities.
 - b. Develop educational programs that both encourage walking and bicycling and teach smart walking and bicycling skills.
 - c. Develop educational programs to teach motorists how to interact safely with pedestrians and bicyclists.
3. Provide Choices in Access and Mobility for People and Goods
 - a. Provide sufficient funding to develop and maintain efficient, high-quality pedestrian and bicycle circulation systems for safe, affordable, convenient, and comfortable travel to, from, within, and between activity centers, activity

- corridors, and residential neighborhoods in the vicinity of activity centers and corridors.
 - b. Provide sufficient funding to develop and maintain a comprehensive, reliable public transit system — a system with a strong customer focus and providing auto-time-competitive mobility for travel between and within activity centers and corridors in the region.
 - c. Give high priority to transportation facilities and services that improve mobility for people with disabilities.
 - d. Create seamless interconnectivity between pedestrian, bicycle, and public transit networks and services.
4. Manage Existing Systems to Maximize our Return on Investments
- a. Establish and maintain strong and effective travel demand management and education programs to encourage, support, and enable shifts of person trips away from single-occupant vehicles and toward walking, bicycling, public transportation, ride-sharing, and work-at-home.
 - b. Collect data and develop analytical methods to monitor and consistently evaluate the effectiveness of all projects and programs.
5. Provide Transportation that Supports Local Land Use Planning, Community Goals, and the Economy
- a. Promote the development of street patterns and designs that strongly support pedestrian and bicycle comfort, convenience, and safety—particularly for travel to public transit stops, schools, colleges, universities, jobs, stores, parks, and other destinations.
 - b. Provide funding to design and build ADA-accessible sidewalks and/or other pedestrian facilities as appropriate to the community.
 - c. Provide funding to design and build critical connections within trail and bicycle facility networks.
 - d. Plan, design, and build pedestrian facilities in accordance with the best practices described in the latest edition of the *AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities*.
 - e. Plan, design, and build bicycle facilities in accordance with the best practices described in the latest edition of the *AASHTO Guide for the Development of Bicycle Facilities*.
 - f. Promote the development of street patterns and designs that are highly supportive of efficient and convenient circulation by transit vehicles—particularly to serve residential areas and in activity centers and corridors.
 - g. Plan, design, and build transit facilities in accordance with the best practices described in the *Transit Capacity and Quality of Service Manual* (TCRP Report 100, Transportation Research Board, 2003).
6. Respect and Protect our Natural and Cultural Environment
- a. Give high priority to projects that closely integrate transportation and land use planning and design for the primary purposes of promoting community health, improving air quality, conserving energy, and protecting the natural and cultural environment.
7. Provide Transportation Security